

# **Kingsport Urban Area MPO**

**FY 2011**

## **Unified Planning Work Program**

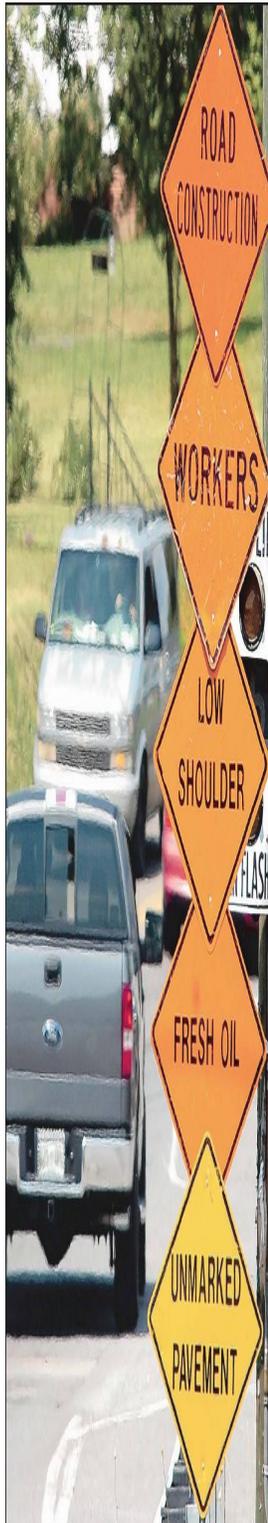
**Adopted:**

**August 3, 2010**

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*Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. This report was prepared in cooperation with the United States Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, Tennessee Department of Transportation and the Virginia Department of Transportation.*



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**RESOLUTION – 2011 UPWP**

**BY  
THE EXECUTIVE BOARD  
OF  
THE KINGSPORT URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

**FY-2011 UNIFIED PLANNING WORK PROGRAM**

**WHEREAS**, the U.S. Department of Transportation Planning Regulations require preparation and local endorsement of an annual Transportation Planning Work Program; and

**WHERE AS**, this work program reaffirms the adopted Transportation Plan; and

**WHERE AS**, this work program document describes on-going and proposed Transportation Planning Activities for the study area according to task, responsible agency, purpose, previous work, study design, product, and financial summary; and

**WHERE AS**, this work program was developed in cooperation with Federal, State, and Local public transportation operators; and

**WHERE AS**, state and local agencies responsible for Transportation Planning Activities have jointly participated in preparation of a Unified Planning Work Program for FY-2011; and

**NOW, THEREFORE, BE IT RESOLVED** that the Executive Board and Executive Staff of the Kingsport Urban Area Metropolitan Planning Organization do hereby approve and endorse the "Kingsport Urban Area MPO FY 2011 Unified Planning Work Program".

\_\_\_\_\_  
Ken Marsh, Chairman  
MPO Executive Board

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chris Campbell, Chairman  
MPO Executive Staff

\_\_\_\_\_  
Date

## LIST OF ABBREVIATIONS

2030 Plan .....	Kingsport Urban Area 2030 Transportation Plan
2035 (Long-Range) Plan .....	Kingsport MPO Area 2035 Transportation Plan
ADA .....	Americans with Disabilities Act (ADA) of 1990
CAA/CAAA.....	Clean Air Act or Clean Air Act Amendments
CEQ.....	Council on Environmental Quality
CFR .....	US Code of Federal Regulations
CMAQ.....	Congestion Mitigation and Air Quality Improvement Program
CO.....	Carbon Monoxide
CSS.....	Context Sensitive Solutions
EJ .....	Environmental Justice
EPA/USEPA .....	United States Environmental Protection Agency
FHWA .....	Federal Highway Administration
FTA .....	Federal Transit Administration
FTDD.....	First Tennessee Development District
FY.....	Fiscal Year
GIS.....	Geographic Information System
HPR.....	Highway Planning and Research
ITS.....	Intelligent Transportation Systems
KATS .....	Kingsport Area Transit Service
KDP.....	Kingsport Department of Planning
KDPT.....	Kingsport Division of Public Transportation
KTD .....	Kingsport Transportation Department
KPT .....	City of Kingsport
LENOWISCO PDC.....	Lee, Norton, Wise, Scott County – Virginia Planning District Commission
LPA .....	Tennessee Office of Local Planning Assistance
L RTP .....	Long Range Transportation Plan
MOBILE6.2 .....	Vehicle Emission Modeling Software
MPO .....	Metropolitan Planning Organization
MSA.....	Metropolitan Statistical Area
NAAQS .....	National Ambient Air Quality Standards
NEPA .....	National Environmental Protection Act
NOx .....	Nitrogen Oxide
OMB.....	Office Management and Budget
OPS.....	Office of Programming and Scheduling
OPT.....	Office of Passenger Transportation
PL-112 .....	FHWA Section 112 Local Planning Funds
SAFETEA-LU .....	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
Sec. 5303.....	FTA Section 5303 Technical and Planning Funds
Sec. 5307.....	FTA Section 5307 Operating Assistance Funds
SPR .....	State Planning and Research
TDM .....	Travel Demand Management
TDOT .....	Tennessee Department of Transportation
TCC .....	Technical Coordinating Committee
TDP.....	Transit Development Plan

**LIST OF ABBREVIATIONS (cont.)**

TIP .....	Transportation Improvement Program
TPR .....	Transportation Planning Report
TSM .....	Transportation System Management
UPWP .....	Unified Planning Work Program
UZA .....	Urbanized Area
VDOT .....	Virginia Department of Transportation (Transportation Planning Division)
VDRPT .....	Virginia Department of Rail and Public Transportation
VOC .....	Volatile Organic Compounds

## **INTRODUCTION**

### **Unified Planning Work Program**

The Unified Planning Work Program (UPWP) documents the transportation planning priorities and work tasks for the Kingsport Urbanized Area Metropolitan Planning Organization (MPO) for Fiscal Year 2011 (FY2011) which begins October 1, 2010 and ends September 30, 2011. Preparation of the UPWP is required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - as currently extended, and the Metropolitan Planning Regulations (23CFR 450.314) of the United States Department of Transportation. In addition, the UPWP was developed in cooperation with Federal, State, and Local public transportation operators.

The UPWP is divided into five (5) program tasks which include: (A) Program Administration, (B) Travel Data Collection, Maintenance, and Analysis, (C) Air Quality and Congestion Mitigation, (D) Transportation Improvement Program, and (E) Multi-Modal and Transportation Planning. Each program task provides specific information for each planning activity. The information contained in each task includes agency responsibility, task purpose, previous work, study design, product, and work schedule. The UPWP presents a continuing, cooperative, and comprehensive (the "3C") approach to transportation planning within the Kingsport Tn/Va MPO area. The UPWP has been prepared in an effort to address specific federal, state and local agency requirements and to advance transportation initiatives within the MPO area.

### **Major Tasks for Fiscal Year 2011**

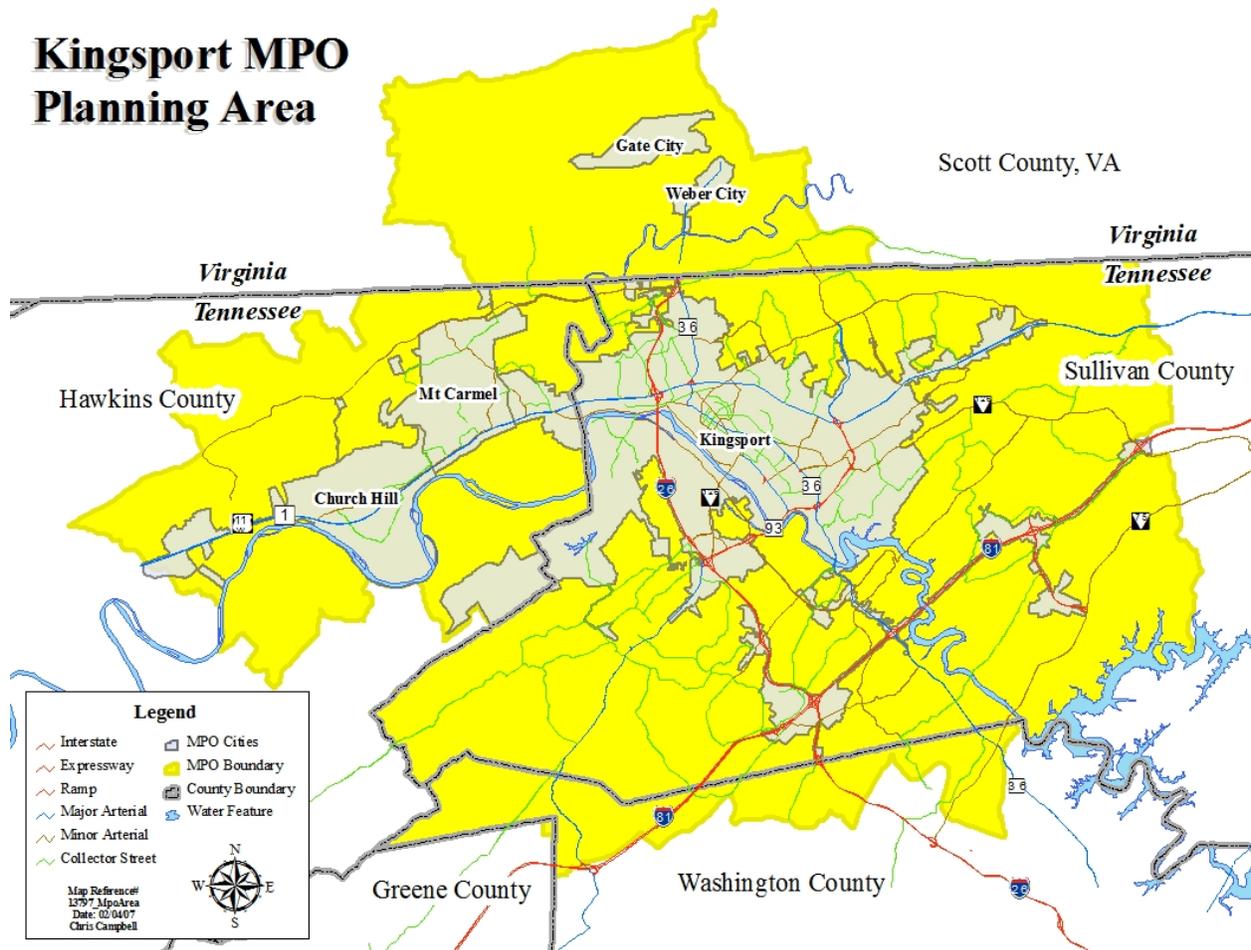
The UPWP contains many projects associated with the day-to-day operations of the MPO, as well as short and long-range activities as noted in the scope of work. Of these, work leading to the completion and adoption of the Long-Range (Year 2035) Transportation Plan "update" is of utmost importance. In addition, anticipation of the non-attainment air quality designation will also place emphasis on the Long-Range Plan's modeling element. Thus, the update will include travel demand modeling products that are compatible with the air quality conformity process. In addition, a continued focus on data collection (for the LRTP and on-going studies) and maintenance of the 2011-2114 TIP (amendments and/or adjustments), will be provided within the "2011 Work Program" as well.

### **Study Area**

The planning area of the Kingsport MPO includes portions of Sullivan, Hawkins, and Washington County, Tennessee, and Scott County, Virginia. Kingsport is the principal city with four other incorporated areas which include the towns of Church Hill and Mount Carmel in Tennessee and the towns of Gate City and Weber City in Virginia.

The coordination of the "3-C" transportation planning process and the resulting transportation improvement activities in the Kingsport urban area is the responsibility of the Kingsport Urban Area Metropolitan Planning Organization (MPO). Federal Statute and Regulations require, as a condition for the receipt of federal planning, capital, or operating assistance, that each urbanized area with a population over 50,000 develop, implement, and maintain a transportation planning process which results in plans and programs consistent with the comprehensive general plan of the urbanized area. These plans and programs provide support for subsequent project development activities for urban area transportation improvements.

## Kingsport MPO Planning Area



Map of Kingsport MPO

### Funding

Funding for the planning tasks identified in this UPWP is made available by the States of Tennessee and Virginia to the MPO. The allocation of FHWA Section 112 Planning Funds (PL Funds) to the MPO is made from an apportionment of funds to the States (TN and VA) from the Federal Highway Administration. The matching ratios for these funds are 80% Federal and 20% Local in Tennessee,

and 80% Federal, 10% State, and 10% Local in Virginia. The allocation of FTA program funds for public transportation planning is administered by the States on behalf of the MPO. The matching ratio for these funds is 80% Federal, 10% State, and 10% Local. Planning activities undertaken by State DOT Staff (TN and VA) will be funded primarily with Highway Planning and Research (SPR) Funds. The matching ratio for these funds is 80% Federal and 20% State. The MPO is advised each year of its funding allocations prior to the development of the UPWP. Distribution of fund allocations by task among the local agencies is the responsibility of the MPO. Table 1 at the end of this document provides a summary of funding allocations by task, agency, and agency participation by funding source.

### **Modifications to UPWP**

Modifications are necessary when the MPO: changes the scope of the UPWP; adds new funds; adds or deletes work tasks or subtasks; or moves funds between work tasks

***Types of Modifications: (Amendments and Adjustments)*** Modifications to the UPWP involving FHWA/FTA funds fall into two categories, each requiring different action.

**Amendments are modifications that:**

- Add or delete funds
- Change the scope of the work task(s)
- Add or delete a work task

**Adjustments are modifications that:**

- Do not change the scope of the funded work tasks
- Do not exceed more than fifteen percent (15%) of funds allocated in a work task

### ***Approval of Modifications:***

**Amendments:** Amendments must be federally approved. Prior to the request for federal approval, TDOT will review all UPWP amendment submittals for accuracy and completeness. When the amendment has been approved at the Federal level and TDOT has been notified, a copy of the formal notice of approval will be furnished to the MPO.

Required Documentation for Amendments:

- A cover letter from the MPO clearly detailing the proposed revisions
- A signed MPO Board resolution approving the amendment and containing a brief description of the proposed revisions
- A copy of every affected UPWP page(s) as it appeared before the revision and a copy of the page(s) as amended
- A copy of the financial summary table(s) as it appeared before the revision and a copy as amended
- Documentation of public involvement

**Adjustments:** The Systems Planning and Policy Office should be advised of any MPO revisions to the UPWP. Approval for an adjustment is not required, but notification of

an adjustment should occur within the consultative process prior to its execution by the MPO.

### **Public Participation**

The MPO utilizes a Public Participation Plan (PPP) in the planning process to ensure the involvement of the public in plan formulation and transportation improvement programs. The PPP documents the process and procedures of the MPO for informing local residents, businesses, and officials of the MPO's regional planning efforts and how the MPO seeks meaningful input into the transportation planning process. Each MPO Technical Coordinating Committee (TCC) and Executive Board meeting is publicly advertised. Included in the public notice are date, time, location (including facilities meeting ADA requirements), a brief description of subject matter to be discussed and acted on, and a contact to receive further information. A public hearing is also provided at all MPO meetings to afford citizens an opportunity to comment and ask questions on any transportation related subject. Additionally, the MPO maintains a website at [www.mpo.kingsporttn.gov](http://www.mpo.kingsporttn.gov) where documents can be downloaded, meetings notices are published and a variety of transportation planning information and links are provided. The UPWP is prepared with cooperation and guidance from federal, state and local agencies. The UPWP is reviewed and discussed at scheduled public meetings. It is also made available on the MPO's website.

### **Environmental Justice and Title VI**

As part of the transportation planning process the Kingsport MPO must address Environmental Justice and Title VI to minimize disproportionately adverse effects on minority populations and low-income groups in the development and implementation of transportation projects. Environmental Justice is strived for and achieved by identifying and addressing disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects of federal programs, policies and activities on minority populations and low income populations. It is the policy of the MPO to ensure compliance with Title VI of the Civil Rights Act of 1964; 49 CFP part 26; No person shall be excluded from participation in or be denied the benefits of, or by subjected to discrimination under any program or activity receiving federal funds on the grounds of Race, Color, Sex or National Origin. The Kingsport MPO submits individual annual Title VI Reports to both TDOT and VDOT. The Title VI Report documents the MPO's civil rights activities for the year. The Title VI assessment is a tool to evaluate outreach efforts to traditionally underserved populations to ensure those individuals receive equal access to transportation services. The UPWP dedicates a subtask to planning activities that provide Environmental Justice and Title VI assessment of transportation and transit projects.

**Planning Factors to be Considered**

SAFETEA-LU, as extended, specifies eight planning factors that must be considered in developing transportation plans and studies. They are:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system - across and between modes - for people and for freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.

The following chart illustrates how the proposed work program tasks address the eight planning factors.

**Planning Factors Addressed by Task**

<b>TASKS/FACTORS</b>	<b>1 Economic Vitality</b>	<b>2 Safety</b>	<b>3 Security</b>	<b>4 Mobility Options</b>	<b>5 Protect &amp; Enhance the Environment</b>	<b>6 Multimodal Integration</b>	<b>7 Mgmt. &amp; Operation</b>	<b>8 Preserve Existing System</b>
A Program Administration	X	X	X	X	X	X	X	X
B Travel Data Collection and Analysis	X	X	X	X	X	X	X	X
C Air Quality and Congestion Mitigation	X	X	X	X	X	X	X	X
D Transportation Improvement Program	X	X	X	X	X	X	X	X
E Multi-Modal and Long Range Transportation Plan	X	X	X	X	X	X	X	X

## TASK A. PROGRAM ADMINISTRATION

**Responsible Agency:** MPO Staff, LENOWISCO, TDOT – Long Range Planning Division, TDOT – Multimodal Transportation Resources, VDOT

**Purpose:** To conduct continuing, cooperative, and comprehensive transportation planning activities consistent with the urban area's comprehensive general plan. Ensure that all transportation planning projects meet Federal and State requirements by continuing to implement the requirements of Title VI, Environmental Justice and Public Participation into the MPO process.

### **Previous Work:**

- A continuing work activity
- Coordination of MPO TCC and Executive Board Meetings
- Prepared and adopted FY 2010 UPWP
- Prepared quarterly progress reports and reimbursement requests for MPO activities
- Title VI Report submitted to both TDOT and VDOT
- Utilized adopted Public Participation Plan (PPP)
- Continue modifications to MPO website to provide users with better access to information on transportation planning activities
- Maintained over-sight on all priority products, i.e. TIP, LRTP, TPR's / Studies, etc.

### **Study Design for 2011**

- Prepare FY 2012 Unified Planning Work Program
- Quarterly invoices, progress reports, and draft meeting minutes
- Attend meetings of the MPO, RPO, local, regional, state, and federal sponsored meetings related to transportation planning as needed
- Coordinate and schedule all business activities and meetings for the MPO Executive Board and TCC
- Submit individual annual Title VI reports to the Tennessee DOT and to the Virginia DOT
- Ensure that all transportation planning activities are consistent with requirements of Environmental Justice and Title VI
- Monitor small/disadvantaged business participation in MPO professional services
- Ongoing application of the Public Participation Plan and continued efforts to involve urban area citizens in the MPO transportation planning activities and products
- Update and maintain the Kingsport MPO website
- Prepare and maintain contact lists, media lists, and other lists as needed

- Attend transportation conferences, workshops, and seminars to ensure compliance with regulations and guidelines
- Continue administrative activities related to development of the Long-Range Plan, TIP, other plans and studies, i.e. TPR's, and other transportation planning products

TDOT: The Long Range Planning Division - will work jointly with the urban area to establish the administrative and technical procedures required, prepare contractual agreements as required, attend all study meetings, distribute special and annual reports and study documents, review and analyze individual transportation planning projects and studies, and undertake general administrative activities.

TDOT: Multimodal Transportation Resources - will administer correspondence and telephone contacts regarding river transportation, urban public transit, rail service, ridesharing, and transportation systems management. Representatives of this office will participate in MPO meetings; distribute federal guidelines and requirements; conduct seminars and work sessions; provide advice and assistance concerning feasibility of river transportation development; review study documentation and reports; administer funds for port development. This office will coordinate FTA's Section 5303, 5310, 5307 and 5309 programs in Tennessee.

### **End Products and Work Schedule**

<b>Product</b>	<b>Work Schedule</b>
An ongoing transportation planning program	Continuing Task
FY 2012 UPWP	August 2011
Quarterly Reports	Completed within 45 days of end of quarter
Executive Board & TCC Meetings	Quarterly/As needed
Title VI Reports	TDOT September, VDOT August
Monitor the status of small/disadvantaged business participation	Continuing Task
Attend meetings, maintain contact lists, establish jurisdiction communication	Continuing Task
Implement and review PPP	Ongoing
Maintain Kingsport MPO website	Ongoing
Workshops and Training	As Needed
Maintain progress on LRTP, TIP, other studies	Continuing Task

**Funding Sources**

Task A	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
<b>MPO</b>							
Federal	\$56,000	\$0			\$16,000	\$960	\$72,960
State		\$0			\$2,000	\$120	\$2,120
Local	\$14,000	\$0			\$2,000	\$120	\$16,120
<b>TDOT</b>							
Federal			\$9,787				\$9,787
State			\$2,447				\$2,447
<b>LENOWISCO</b>							
Federal		\$18,000					\$18,000
State		\$2,250					\$2,250
Local		\$2,250					\$2,250
<b>VDOT</b>							
Federal							\$0
State							\$0
<b>TOTAL</b>	<b>\$70,000</b>	<b>\$22,500</b>	<b>\$12,234</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$1,200</b>	<b>\$125,934</b>

**TASK B. TRAVEL DATA COLLECTION, MAINTENANCE AND ANALYSIS**

**Responsible Agency:** MPO Staff, LENOWISCO, TDOT – Project Planning Division, VDOT

**Purpose:** To collect, update and maintain an inventory of transportation data. To initiate new and monitor established transportation inventories, both at the State and Local level, as well as changes in land use patterns and socioeconomic data necessary for comprehensive multi-modal short and long range transportation planning activities, including data used in Long-Range Plan updates, within Kingsport’s MPO planning boundary.

**Previous Work**

- Traffic volumes collected at 191 annual cycle count stations
- Special count data collected for design projects as required
- Accident data from TN Department of Safety coded and filed
- High hazard accident data furnished for safety studies as needed
- Developed GIS traffic count maps to visualize transportation data
- Conducted annual counts throughout the MPO area with specific counts being conducted upon request
- Obtained and compiled a list of crash data from MPO jurisdictions for analysis
- Monitored jurisdictions land use changes to analyze potential impacts on the transportation system
- Population, employment, and other demographic data collected for use in various planning products

**Study Design for 2011**

- Special attention will be given to the collection and organization of demographic, traffic, and other pertinent data for the development of the 2035 (Long-Range) Transportation Plan, particularly for the travel demand modeling element
- TDOT will continue to collect traffic count data at 191 annual cycle count stations
- TDOT and MPO Staff will conduct special traffic counts as needed for planning and design projects, i.e. SR 224 (Virginia), SR 347 / Rock Springs Road
- TDOT will maintain accident file and furnish high hazard listings and other safety data as required
- TDOT and MPO Staff will conduct travel time studies, if needed, for specific corridors
- Collect, update and maintain GIS database for the MPO region
- Conduct research using the TRIMS database
- Collect, maintain and analyze socio-economic, land use, and travel pattern data from a variety of sources for traffic-generation needs
- Prepare for 2010 Census, update TAZs, define geography for region using tracts, block groups, or other geographic areas
- Update and maintain transit ridership data to improve performance
- LENOWISCO will provide data for Scott County in the form of demographic and socioeconomic data as well as additional land use information as it relates to transportation planning, with an emphasis on background data used to develop the 2035 (Long-Range) Plan
- Virginia DOT will purchase and utilize Synchro modeling software for the purpose of traffic flow analysis

**End Products and Work Schedule**

<b>Product</b>	<b>Work Schedule</b>
Average Daily Traffic, peak hour volume, vehicle classification, directional distribution, and other traffic data for planning and design studies	Permanent count data collected and computed for computer storage weekly. Other special counts as needed
Vehicle miles of travel on functionally classified systems, high hazard lists, collision diagrams, and other accident data	Annual cycle counts to be made in September - October 2007
Updated data for TDOT TRIMS File	Accident data coded and stored daily
Development of computer programs, GIS activities, and the regional traffic demand model(TRANSCAD)	Throughout
Updated geography and zones for 2010 Census	Throughout
Special traffic and speed studies	As Needed
Specific data for TDM modeling and LRTP Update	Throughout
Synchro traffic model simulation and analysis	Throughout

**Funding Sources**

<b>Task B</b>	<b>TN-PL</b>	<b>VA-PL</b>	<b>TN-SPR</b>	<b>VA-SPR</b>	<b>TN-Sec 5303</b>	<b>VA-Sec 5303</b>	<b>Total</b>
<b>MPO</b>							
Federal	\$20,000						\$20,000
State							\$0
Local	\$5,000						\$5,000
<b>TDOT</b>							
Federal			\$11,712				\$11,712
State			\$2,928				\$2,928
<b>LENOWISCO</b>							
Federal		\$18,800					\$18,800
State		\$2,350					\$2,350
Local		\$2,350					\$2,350
<b>VDOT</b>							
Federal							\$0
State							\$0
<b>TOTAL</b>	<b>\$25,000</b>	<b>\$23,500</b>	<b>\$14,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$63,140</b>

**TASK C. AIR QUALITY AND CONGESTION MITIGATION**

**Responsible Agency:** MPO Staff, TDOT, VDOT, LENOWISCO

**Purpose:** Monitor regional congestion and air quality conditions and address related issues through improved management and operation of the region’s transportation system.

**Previous Work**

- As part of the preliminary work necessary for preparation of the anticipated non-attainment status, Kingsport MPO Staff intensified their involvement and training with TDOT, VDOT, FHWA, EPA, and TDEC to gain knowledge and understanding of air quality and conformity issues, processes, and products
- Kingsport MPO worked closely with the Ozone Action Partnership Team as part of the Early Action Compact (EAC) to successfully achieve air quality attainment status
- Partnered with TDOT to develop the Kingsport Regional Intelligent Transportation System (ITS) Architecture and Deployment Plan
- Continued efforts to plan and initiate congestion mitigation projects, including those related to travel-time reduction, i.e. signal systems and potential ITS projects

**Study Design for 2011**

- Coordinate as well as participate in the Interagency Consultation Process
- Monitor EPA and state DOT’s activities concerning designation of non-attainment status for Kingsport MPO area

- Prepare 2035 Plan travel demand model (TRANSCAD) for use in air quality modeling (MOVES) and conformity report
- Continue to participate in training/conference sessions on air quality and conformity
- Continue dialog with Ozone Action Partnership Team, TDEC, and EPA concerning new or proposed air quality standards
- Work with FHWA, FTA, TDOT, VDOT, and local agencies to manage and update the region’s Intelligent Transportation Systems (ITS) Architecture
- Continue planning and, where applicable, advancing congestion management plans and projects, with specific attention paid to travel time issues, signal systems, ITS projects, and multi-modal (transit) projects

**End Products and Work Schedule**

<b>Products</b>	<b>Work Schedule</b>
Air Quality Conformity Assessment	Throughout
Mobile Source Emissions Inventory and Budget	July 2011
Interagency Consultation Process	Throughout
Coordination with EPA, TDOT, VDOT, TDEC, and other partners	Throughout
Monitor air quality ratings and new quality standards	Throughout
Increase public awareness of air quality issues	Throughout
Update Regional ITS architecture plans for the MPO area	As needed
Congestion Management Plans and Projects	Throughout

**Funding Sources**

<b>Task C</b>	<b>TN-PL</b>	<b>VA-PL</b>	<b>TN-SPR</b>	<b>VA-SPR</b>	<b>TN-Sec 5303</b>	<b>VA-Sec 5303</b>	<b>Total</b>
<b>MPO</b>							
Federal	\$29,047	\$0					\$29,047
State		\$0					\$0
Local	\$7,262	\$0					\$7,262
<b>TDOT</b>							
Federal							\$0
State							\$0
<b>LENOWISCO</b>							
Federal		\$4,000					\$4,000
State		\$500					\$500
Local		\$500					\$500
<b>VDOT</b>							
Federal							\$0
State							\$0
<b>TOTAL</b>	<b>\$36,309</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,309</b>

## **TASK D. TRANSPORTATION IMPROVEMENT PROGRAM**

**Responsible Agency:** MPO Staff, TDOT, VDOT

**Purpose:** To continually update and maintain a financially constrained Transportation Improvement Program (TIP) that provides for the short and long-range transportation project needs of the urbanized area.

### **Previous Work:**

- Processed amendments and/or adjustments to the TIP to change funding and/or project scope / description / etc. (previous TIP)
- Reviewed proposed transportation projects by local agencies and TDOT
- Report on the status of TIP projects on a regular basis
- Completed and adopted FY 2011-2014 Transportation Improvement Program

### **Study Design for 2011**

- Process TIP amendments and/or adjustments that are consistent with LRTP
- Maintain a financially constrained TIP for both Tennessee and Virginia Highway projects as well as for Tennessee Public Transportation projects
- Coordinate with TDOT, VDOT and local agencies regarding project schedules and funding expenditures
- Continue evaluation of transportation projects for inclusion in, or modifications to, the Transportation Improvement Program
- Cooperatively develop an annual list of obligated projects and continuously monitor fund balances with obligated and programmed totals

### **End Products and Work Schedule**

<b>Products</b>	<b>Work Schedule</b>
Maintenance of adopted FY 2011-2014 TIP	Throughout
TIP amendments and/or adjustments	As needed
Determination of TIP's conformity with air quality requirements	Dictated by air quality status and subsequent schedule
Determine CMAQ eligible projects	Dictated by air quality status and subsequent schedule
Annual Listing of Federally Obligated Projects	December 2010

**Funding Sources**

Task D	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
<b>MPO</b>							
Federal	\$12,000						\$12,000
State							\$0
Local	\$3,000						\$3,000
<b>TDOT</b>							
Federal							\$0
State							\$0
<b>LENOWISCO</b>							
Federal							\$0
State							\$0
Local							\$0
<b>VDOT</b>							
Federal				\$25,000			\$25,000
State				\$6,250			\$6,250
<b>TOTAL</b>	\$15,000	\$0	\$0	\$31,250	\$0	\$0	\$46,250

**TASK E. MULTIMODAL AND LONG RANGE TRANSPORTATION PLANNING**

**Responsible Agency:** MPO Staff, LENOWISCO, TDOT – Long Range Planning Division, VDOT

**Purpose:** To provide a continuously updated comprehensive long-range transportation plan that will provide for the future transportation needs of the MPO Study Area and consider all modes of travel in the process. To evaluate current and future needs within the MPO Study Area for multimodal facilities, programs, systems, and projects. To also maintain an ongoing analysis of the various elements within the Long-Range Plan, which includes changes to land use and the demographic profile and subsequent travel patterns for the study area. Continuous consideration should also be made towards ongoing protection of the environment, which includes potential impact of climate change, and community during the long-range planning process. As the long-range plan is developed, and when amendments occur, a continuous theme of fiscal constraint and/or responsibility should be maintained throughout the process .

**Previous Work**

- SAFETEA-LU compliant “2030 Transportation Plan” development, completion, and adoption – plus amendments and/or adjustments when needed
- Data collected for 2035 Plan development (including collection of travel demand model background data)
- Conducted corridor studies to analyze existing and future mobility needs related to the long-range planning process
- Participated in TDOT and VDOT sponsored studies for identification of future projects

- Training on TRANSCAD modeling process
- Training on air quality issues, including preparation for non-attainment status and subsequent long-range planning requirements (conformity process and report)
- Federal and local procurement process followed to acquire contract consultant for assistance in developing and completing plan update (2035 Plan)
- Preliminary evaluation of current and future projects (through needs analysis) for potential inclusion in the updated plan (2035 Plan)

### **Study Design for 2011**

- Continue development of the 2035 Transportation Plan (to begin Spring 2010)
- Include the following sub-tasks as part of Plan development;

Demographic and Traffic Data – assist in collection of background data for travel demand model and other plan elements, with emphasis on evaluating current and future trends in land use, population, and employment

Modeling – assist in developing the travel demand model, including review of model and oversight of consulting contract to build, calibrate, and complete the model

Street and Highway – assist in the evaluation of short and long-term street and highway conditions and needs throughout the study area to determine deficiencies based on (1) projected capacity problems (using the travel demand model process), (2) safety data, (3) identification of access management issues, and (4) identification of economic development needs

Multi-Model (transit, bike, pedestrian, etc.) – assist in evaluating the current and future demand and supply of multi-modal facilities, services, and programs (including mass transit systems), for potential capital and “systems operations” improvements, while considering the needs of elderly and disable citizens. Assist in evaluating needs for current and future bicycle and pedestrian facilities, i.e. “mobility paths”

Freight and Rail – To assess current and projected demand for local and statewide freight and goods movement and the relative capacity of facilities in the study area that carry these trips. To evaluate current and future truck and rail traffic and travel patterns within the Study Area to determine future facilities and operations needs.

Congestion Management and Intelligent Transportation Systems – To evaluate needs and opportunities for improved operations of the MPO Area’s transportation system

and plan for operational and capital solutions to these needs using ITS applications, where possible.

Air Quality – address the current and future air quality issues in the Study Area as it relates to future travel patterns, with consideration for recommending projects in the updated plan (2035 Plan) that reduce vehicle miles traveled and accompanying emissions. Also prepare for non attainment status and subsequent travel demand modeling and air quality conformity regulations and reporting. As part of air quality issues, the Kingsport MPO will begin to explore the possibilities of integrating climate change considerations into the area long-range transportation Planning process. In reference to FHWA’s report entitled “Integrating Climate Change into the Transportation Planning Process”, this will include investigating ways to reduce greenhouse gases and vehicle emissions through various improvements to the transportation system, i.e. reduction in VMT via changes in land use, increased usage of mass transit and other modes of travel, fuel alternatives, congestion pricing, and other initiatives.

Public Involvement – assist in public involvement and the inter-agency consultation process utilizing the MPO’s Public Participation Plan throughout the long-range plan update process

Financial Constraint – assure that all plan elements and recommended improvements include a financial element that maintains fiscal constraint, whereby accurate projections of project costs do not exceed anticipated funding

- Work closely with contract consultant on meeting schedule of development for completing elements within 2035 Plan and, ultimately, completion and adoption of plan by the due date of June 14, 2012
- Work closely with local and regional planning agencies and governments i.e. Kingsport Planning Commission, Sullivan County Planning Commission, City of Church Hill, City of Mt. Carmel, Town of Weber City, and Town of Gate City, in developing growth scenarios for use in forecasting demographic data and use in modeling process and determining future transportation needs
- Follow Inter-Agency Consultation and Public Participation Plan process and schedule
- TDOT will continue monitoring model development for the 2035 plan, with MPO Staff and contracted consultants
- Consider amendments to the 2030 LRTP, as needed prior to 2035 plan adoption
- Conduct regional analysis to determine future year transportation deficiencies based on growth scenarios (changes in land use, population, and employment)

- Partner with VDOT on a regional corridor study (SR 224 and U.S. 23) – as it relates to multi-modal and long-range planning activities and products
- Prepare transportation studies i.e. TPRs, corridor studies, etcetera, for areas within the MPO, that lead to the refinement of information from the LRTP to a more detailed sub-area analysis
- Monitor status of congestion mitigation and ITS projects for consistency with LRTP
- Multi-modal Planning; Support the development of bicycle and pedestrian comprehensive plans and implementation of bicycle facilities, sidewalks, and improvements that provide an opportunity for a choice of transportation mode
- Multi-modal Planning; Review Transportation Enhancement Grant applications submitted for MPO endorsement
- Multi-modal Planning; Work in coordination with KATS and other agencies in preparation of updates to various study and planning documents related to multi-modal transportation issues
- Disseminate transportation information to public, interested parties and government agencies, including progress reports on LRTP, multi-modal projects, and other long-range planning products and projects

**End Products and Work Schedule**

<b>Product</b>	<b>Work Schedule</b>
Continuation of LRTP Update (2035 Plan) that will lead to adoption by due date of June 14, 2012	Continuing Task
Develop 2035 Plan Travel Demand Model And Other Plan Elements – on schedule	Continuing Task
LRTP Air Quality Conformity process	As dictated by EPA for area
Participate with VDOT in Regional Corridor Study	Throughout FY
Coordination with KATS, other Area Transit Services	Throughout FY
Support/Develop Multimodal Options (bike, ped)	Continuing Task
Public Participation Process	Continuing Task
Corridor studies linked to LRTP	As Needed
Congestion Mgmt. and ITS project development	Throughout FY
Review enhancement Grants	As Needed
Disseminate transportation information	Ongoing
Amendments to current LRTP	As Needed

**Funding Sources**

Task E	TN-PL	VA-PL	TN-SPR	VA-SPR	TN-Sec 5303	VA-Sec 5303	Total
<b>MPO</b>							
Federal	\$128,391	\$4,000			\$16,624	\$2,480	\$151,495
State		\$500			\$2,078	\$310	\$2,888
Local	\$32,098	\$500			\$2,078	\$310	\$34,986
<b>TDOT</b>							
Federal			\$31,537				\$31,537
State			\$7,884				\$7,884
<b>LENOWISCO</b>							
Federal		\$5,200					\$5,200
State		\$650					\$650
Local		\$650					\$650
<b>VDOT</b>							
Federal				\$230,000			\$230,000
State				\$57,500			\$57,500
<b>TOTAL</b>	\$160,489	\$11,500	\$39,421	\$287,500	\$20,780	\$3,100	\$522,790

# FUNDING CHART

TABLE 1  
KINGSPORT METROPOLITAN PLANNING ORGANIZATION  
FY 11 FUNDING SOURCE BY TASK

TASKS BY FUNDING SOURCE	FEDERAL HIGHWAY ADMINISTRATION											FEDERAL TRANSIT ADMINISTRATION						TOTAL	
	TENNESSEE				VIRGINIA							SECTION 5303 - Kpt.							
	SPR	TDOT	TN-PL	Kpt. LOCAL	SPR	VDOT	VA-PL	Kpt. LOCAL	LENOWISCO PL	LNWSC	VDOT*	TN	VA	TDOT	VDOT	LOCAL**	SECTION 5303-TDOT		TN STATE MATCH
A. Program Administration	\$9,787	\$2,447	\$56,000	\$14,000			\$0	\$0	\$18,000	\$2,250	\$2,250	\$16,000	\$960	\$2,000	\$120	\$2,120			\$125,934
B. Data Collection, Maintenance and Analysis	\$11,712	\$2,928	\$20,000	\$5,000					\$18,800	\$2,350	\$2,350								\$63,140
C. Air Quality and Congestion Mitigation			\$29,047	\$7,262			\$0	\$0	\$4,000	\$500	\$500								\$41,309
D. Transportation Improvement Program			\$12,000	\$3,000	\$25,000	\$6,250													\$46,250
E. Multimodal and Long Range Transportation Planning	\$31,537	\$7,884	\$128,391	\$32,098	\$230,000	\$57,500	\$4,000	\$500	\$5,200	\$650	\$1,150	\$16,624	\$2,480	\$2,078	\$310	\$2,388			\$522,790
<b>TOTAL</b>	<b>\$53,036</b>	<b>\$13,259</b>	<b>\$245,438</b>	<b>\$61,360</b>	<b>\$255,000</b>	<b>\$63,750</b>	<b>\$4,000</b>	<b>\$500</b>	<b>\$46,000</b>	<b>\$5,750</b>	<b>\$6,250</b>	<b>\$32,624</b>	<b>\$3,440</b>	<b>\$4,078</b>	<b>\$430</b>	<b>\$4,508</b>	<b>\$0</b>	<b>\$0</b>	<b>\$799,423</b>

\*Total includes Virginia State Match for Kingsport and LENOWISCO Combined

\*\*Total Includes Local Match for TN and VA Combined

### Contributor by Funding Source

Federal	\$53,036		\$245,438		\$255,000		\$4,000		\$46,000			\$32,624	\$3,440				\$0		\$639,538
TDOT		\$13,259												\$4,078				\$0	\$17,337
VDOT						\$63,750					\$6,250				\$430				\$70,430
LENOWISCO										\$5,750									\$5,750
Kingsport MPO				\$61,360			\$500									\$4,508			\$66,368
<b>TOTAL</b>	<b>\$53,036</b>	<b>\$13,259</b>	<b>\$245,438</b>	<b>\$61,360</b>	<b>\$255,000</b>	<b>\$63,750</b>	<b>\$4,000</b>	<b>\$500</b>	<b>\$46,000</b>	<b>\$5,750</b>	<b>\$6,250</b>	<b>\$32,624</b>	<b>\$3,440</b>	<b>\$4,078</b>	<b>\$430</b>	<b>\$4,508</b>	<b>\$0</b>	<b>\$0</b>	<b>\$799,423</b>

\*unobligated reserve fund balance = \$0 (note: due to Federal rescission the unobligated PL fund balance was reduced to 0.)

## **APPENDIX A – Transportation Planning Report Request**

### **West Stone Drive – Netherland Inn Road Connector**

MAP attached

West Stone Drive, also identified as U.S. 11-W and State Route 1, is an east-west major arterial that carries a substantial amount of traffic through the northern portions of the Kingsport Urbanized Area. Traffic volumes over the past 10 years average around 30,000 vehicles per day. In the early 60's "new" Stone Drive replaced the "old" 2-lane U.S. 11-W, which is now identified as Netherland Inn Road that links with Center Street to downtown Kingsport, Industry Drive to southeastern portions of Kingsport, and Ridgefields Road to a major residential area. Netherland Inn Road also runs parallel to Stone Drive and traverses a popular tourist and recreation area adjacent to the South Fork of the Holston River. With the exception of a western termini / intersection to Stone Drive, Netherland Inn Road is virtually cut off from Stone Drive / U.S.11-W.

While it is classified as a minor arterial that carries primarily local motorists and a considerable volume of traffic (approximately 15,000 per day), Netherland Inn Road also serves several important regional purposes, including; (1) a conduit for commuter traffic to industries in Kingsport, particularly Eastman Chemical (current employment of approximately 9,000), (2) direct access in to downtown Kingsport, (3) access to heavily populated nearby neighborhoods, and (4) access to the riverfront recreation and multi-million dollar development area. Thus, traffic traveling along Stone Drive that needs to access Netherland Inn Road, several major residential areas, downtown Kingsport, Eastman Chemical and other industries, and the riverfront area, must use the intersection located in Hawkins county near the North Fork of the Holston River. A more direct route is needed to connect Stone Drive with Netherland Inn Road.

A study that focuses on potential new routes and/or corridors linking these two roadways is needed. Consequently, the Kingsport MPO is requesting TDOT conduct a study and complete a Transportation Planning Report (TPR) that would identify the problems and issues dealing with the lack of connection with Stone Drive and Netherland Inn Road. As part of the TPR process, this study / report would also consider connections to the adjacent transportation network, evaluate the various elements that would be considered in developing a new roadway, i.e. environmental issues, right-of-way requirements, basic design features, and address the concerns and needs stemming from the current roadway network and traffic patterns.

